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SECURITY INFORMATION

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Zerbst Airfield

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 April 1952

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 12:15 and 1:45 p.m. on 20 March 1952, Zerbst airfield was observed from its southern and eastern edges. The dispersal areas could not be observed. There was an 8/10 to 10/10 overcast at an altitude of 2,000 to 3,000 meters and a visibility of 10 to 15 km. A Tu-2 took off at 12:15 p.m. and landed at 1:45 p.m. At noon, two MiG-15s took off and landed after 45 minutes. Another two MiG-15s with auxiliary fuel tanks took off at 12:40 p.m. and remained aloft for 45 minutes. Two more take-offs in groups of two were made by four MiG-15s with auxiliary fuel tanks. Flying continued at 1:45 p.m. when observation was discontinued. All the MiG-15s had red three-digit numbers which could not be identified. *
2. The status of the radio installation east of Straguth-Dobritz highway was unchanged. **

* Comment. The information confirms the presence of jet fighters at Zerbst airfield. The field is occupied by two fighter regiments each of which was equipped with about 30 MiG-15s in October 1951, when they were transferred from Koethen to Zerbst. 25X1
three crates with MiG-15s from the U.S.S.R. arrived in Zerbst on 16 February 1952.

** Comment. The location of the radio installation is known from previous reports. The photograph is valuable because it shows a third mast between the radio masts. From previous reports it was inferred that this mast had a dipole antenna, but the photograph indicates that it is a pole with an electric bulb on top, which apparently identifies the radio installation as a flight hazard. 25X1

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